



# **ANNUAL REPORT**

OF THE

## **Detroit & Mackinac**

**Railway Company**

INCLUDING

## **Traffic Reports of the Road**

FOR THE

**FISCAL YEAR ENDING**

**June 30th, 1903.**







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## DIRECTORS AND OFFICERS.

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### BOARD OF DIRECTORS.

JAMES D. HAWKS.....	Detroit, Mich.
HENRY K. McHARG.....	New York, N. Y.
EDWARD H. BONNER.....	New York, N. Y.
AMEDEE D. MORAN.....	New York, N. Y.
WALTON FERGUSON .....	New York, N. Y.

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### OFFICERS.

JAMES D. HAWKS.....	<i>President and General Manager, Detroit, Mich.</i>
GEORGE M. CROCKER..	<i>V-Prest., Auditor and Pur. Agent, Detroit, Mich.</i>
A. H. GILLARD.....	<i>Secretary, 23 Wall Street, New York, N. Y.</i>
CHAS. B. COLEBROOK.	<i>Treasurer, 40 Wall Street, New York, N. Y.</i>
C. W. LUCE.....	<i>General Superintendent, East Tawas, Mich.</i>
H. S. WATERMAN.....	<i>Chief Engineer, East Tawas, Mich.</i>
T. G. WINNETT.....	<i>G. F. and P. Agent, Bay City, Mich.</i>

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*General Office, No. 514-18 Majestic Building, DETROIT, MICH.*

REPORT OF THE PRESIDENT TO THE STOCK-  
HOLDERS OF THE DETROIT & MACKINAC  
RAILWAY CO.

Detroit, Mich., Sept. 25, 1903.

GENTLEMEN :

The past year has been a prosperous one for our road.

It was considered advisable to write off the surplus which was done as shown on page 8.

Under the new tax law of Michigan our taxes were raised from \$23,572.94 to \$67,868.49 per year. The new figures were given out late in the calendar year 1902 and applied to that year; as our fiscal year for 1901 and 1902 was closed it became necessary to charge out a year and a half of the increased taxes in this year.

The policy of using nothing but cedar ties with tie plates for the main track was continued. The tie plates are charged directly to Repairs of Roadway. About two years more will be needed to replace all the hemlock ties in main track with cedar, and then for ten or fifteen years the tie account will be small. No rail was purchased during the year.

No passengers were killed or injured during the year, and settlement was made with those hurt at Black River, in the previous year, in a neighborly spirit, to the satisfaction of all parties.

Following somewhat the lines of electric railway practice and giving frequent cheap excursions, and better train service, has increased our passenger earnings from \$73,122.89 in 1896 to \$244,769.78 for the past year. This is largely due to fostering the "riding habit."

It is believed our towns have ceased to "go back" and are all showing a steady and permanent increase in population due to the introduction of other industries in place of the pine lumber business. Our soil and climate, in addition to being especially adapted to the raising of fruit, potatoes, sugar beets and grain,

have shown a special fitness for raising peas of a superior quality that are in great demand the country over for seed. Several seed and grain warehouses have been built along the line this year.

The Hecla Cement & Coal Co. mentioned in last report is now making cement at West Bay City. East Tawas has a new Beet Sugar Factory. Alpena will soon have in operation the plant of the Michigan Alkali Co. for supplying limestone to the Wyandotte Soda Ash Works and to beet sugar and chemical works throughout the state, as well as crushed stone for paving operations. A quarry is being opened at Black Lake, five miles from Onaway, for furnishing stone and lime.

Ten miles of the extension to Cheboygan was partially completed during the year, and although men and teams are scarce, it is hoped to have trains running into Cheboygan by January 1st, 1904.

Considerable attention is now directed to Forestry in Michigan. Unfortunately, no laws have been passed looking to the stopping of forest fires; until the destruction caused by these fires can be stopped, it is hopeless to expect much progress to be made in raising second growth timber. At Tawas Beach, the company has kept out fires for several years, and fine samples of second growth pine and hardwood plantations can be seen there. These samples show the effect of various plans for trimming and thinning trees, as well as allowing them to grow in a state of nature without any attention, except, keeping fires away. It is believed no better chance for studying second growth timber can be had in Michigan than at Tawas Beach, and those interested in such subjects are cordially invited to inspect the groves and plantations there.

Yours very truly,

J. D. HAWKS,

President and General Manager.

**N. A. HAWKINS,**  
**ACCOUNTANT AND AUDITOR,**

**Deviser of Business Systems.**

**717-718 Chamber of Commerce.**

**Detroit, Sept. 15, 1903.**

J. D. HAWKS, Esq.,

President of the Detroit & Mackinac Railway Co.,  
Detroit, Mich.:

*Dear Sir*—I have made an audit of the books and accounts of the Detroit & Mackinac Railway Company for the fiscal year ending June 30th, 1903, and in accordance therewith, certify that the attached statements of Loss and Gain account, Income account and the General Balance sheet are true and correct exhibits of the results of the operation of the company for the said fiscal year and of its condition as shown by said books and accounts June 30th, 1903.

Respectfully yours,  
N. A. HAWKINS,  
*Accountant.*

**DETROIT & MACKINAC RAILWAY COMPANY.**  
**AUDITOR'S OFFICE.**

DETROIT, MICH., Sept. 15th, 1903.

J. D. HAWKS,

President and General Manager:

Dear Sir—I herewith submit statements of the general accounts and tables showing the result of operation of the Detroit and Mackinac Railway Co. for the fiscal year ending June 30, 1903, as follows:

TABLE A—Condensed Balance Sheet.

TABLE B—Income Account.

TABLE C—Particulars of Bonded Debt.

TABLE D—Earnings and Expenses by years.

TABLE E—Earnings and Expenses by months.

TABLE F—Operating Expenses.

TABLE G—Mileage.

TABLE H—Classification of Freight Tonnage.

TABLE I—Statistics for the year.

TABLE J—Additions to property during year.

TABLE K—Rolling Stock.

TABLE L—Logging Branches, Spurs and Sidings built.

Respectfully,

GEORGE M. CROCKER,

*Auditor.*



# TABLE—A.

## DETROIT & MACKINAC RAILWAY COMPANY.

CONDENSED BALANCE SHEET, JUNE 30, 1903.

ASSETS.		LIABILITIES.	
Cost of Road .....	\$4,639,269 01	Capital Stock { Common.....	\$2,000,000 00
Cost of Equipment .....	617,251 30	Preferred.....	950,000 00
Material and Supplies on hand.....	65,800 10	Funded Debt { First Lien Bonds.....	1,500,000 00
Treasurer Detroit & Mack. Ry. { First Lien Bonds...	450,000 00	Mortgage Bonds .....	1,300,000 00
..... Mortgage.....	50,000 00	Interest Accrued not due.....	7,666 67
		Suspended Tax Account for 1902.....	43,269 96
		Taxes for 1903—accrued but not due .....	33,934 24
CURRENT ASSETS.		CURRENT LIABILITIES.	
Cash on hand.....	\$37,572 16	Matured Interest (per contra).....	\$46,400 00
Due from Station Agents.....	17,607 83	Audited Vouchers and Pay Rolls .....	64,346 86
Coupon Account (per contra).....	46,400 00		110,746 86
Due from Companies and Individuals... ..	16,449 00		
Net Traffic Balances.....	4,823 84		
Insurance paid in advance.....	444 49		
			\$5,945,617 73

## TABLE—B.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

INCOME AND PROFIT AND LOSS ACCOUNTS FOR YEAR ENDING  
JUNE 30, 1903.

## INCOME ACCOUNT.

Gross Earnings.....	\$953,708 23
Operating Expenses.....	576,649 87
Net Earnings.....	\$377,058 36
Other Income (Net).....	931 85
Total Income.....	\$377,990 21
LESS	
Interest on Funded Debt.....	\$92,000 00
Dividend on Preferred Stock.....	23,750 00
Taxes.....	90,493 91
	206,243 91
Surplus for year.....	\$171,746 30

## PROFIT AND LOSS ACCOUNT.

Surplus June 30th, 1902.....	\$558,470 66
Surplus for year ending June 30th, 1903.....	171,746 30
Surplus June 30th, 1903.....	\$730,216 96
DEDUCT	
Cost of Road.....	\$299,083 47
Cost of Equipment.....	175,000 00
Harrisonville Shore Line.....	207,798 86
Cheboygan Extension.....	44,253 82
Indian River Extension.....	872 97
Au Gres Extension.....	3,208 34
	\$730,216 96

## TABLE—C.

## PARTICULARS OF BONDED DEBT.

Class of Bonds	Amount Outstanding	INTEREST		Interest Accrued during year	Principal Due
		Rate	When Payable		
First Lien	\$1,050,000.00	4%	June and December	\$ 42,000.00	June 1, 1995
Mort.	1,250,000.00	4%	June and December	50,000.00	June 1, 1995
	\$2,300,000.00			\$ 92,000.00	

TABLE D.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## EARNINGS AND EXPENSES BY YEARS.

	EARNINGS							
	*1895	1896	1897	1898	Per Cent	Per Cent	Per Cent	Per Cent
	Amount	Amount	Amount	Amount				
Freight .....	\$124,065.78	\$343,806.87	\$298,945.56	\$347,281.93	79.13	73.51	72.13	
Passenger .....	24,653.77	73,122.89	84,035.43	110,681.76	13.88	20.66	22.99	
Mail .....	4,886.70	13,078.33	17,457.32	19,189.88	2.75	4.29	3.98	
Express .....	752.05	1,934.77	1,960.20	2,594.57	.43	.48	.54	
Other Sources .....	23,234.15	2,519.51	4,283.19	1,719.76	13.08	1.06	36	
Total .....	\$177,592.45	\$434,462.37	\$406,681.70	\$481,467.90	100%	100%	100%	
EXPENSES.								
Maintenance Way and Structures .....	\$20,636.02	\$109,732.69	\$102,572.32	\$88,011.06	23.98	33.66	28.92	
Maintenance Equipment .....	12,350.11	37,831.81	41,812.25	44,376.96	14.35	13.72	14.59	
Conducting Transportation .....	42,067.69	126,579.03	137,635.30	155,679.01	48.86	45.16	51.17	
General Expense .....	11,034.81	29,247.98	22,718.98	16,201.21	12.81	7.46	5.32	
Total .....	\$86,088.63	\$303,392.16	\$304,738.85	\$304,268.24	100%	100%	100%	
Net Earnings .....	\$91,503.82	\$131,070.21	\$101,942.85	\$177,199.66	51.52	25.06	36.80	
Taxes .....	\$1,869.25	\$5,473.35	\$4,938.15	\$6,879.01	1.05	1.26	1.42	
Net Earnings, less Taxes .....	\$89,634.57	\$125,596.86	\$97,004.70	\$170,320.65	50.47	23.85	35.38	

\*Note—1895 figures are for five months only, Feb. 1st to June 30th.

**TABLE D.—Continued.**  
**DETROIT & MACKINAC RAILWAY COMPANY.**  
**EARNINGS AND EXPENSES BY YEARS.**

	EARNINGS.						EXPENSES.					
	1899	1900	Per Cent	Amount	Per Cent	1901	1902	Per Cent	Amount	Per Cent	1903	Per Cent
Freight .....												
Passenger .....												
Mail .....												
Express .....												
Other Sources .....												
Total .....												
Maint. Way and Structures...												
Maint. Equipment .....												
Conducting Transportation .....												
General Expense .....												
Total .....												
Net Earnings .....												
Taxes .....												
Net Earnings, less Taxes .....												

TABLE—E.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

STATEMENT OF EARNINGS AND EXPENSES BY MONTHS FOR FISCAL YEAR ENDING JUNE 30TH, 1903.  
EARNINGS.

EARNINGS	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
Freight . . . . .	\$44,731.71	\$44,609.65	\$48,355.13	\$52,028.47	\$48,622.77	\$48,885.06	\$62,510.95	\$57,055.65	\$79,104.75	\$74,891.00	\$63,174.59	\$58,300.06
Passenger . . . . .	18,220.65	20,312.34	17,340.77	17,425.73	18,841.60	21,011.51	16,789.63	14,678.76	20,253.46	16,610.61	16,937.25	16,813.60
Express . . . . .	543.94	572.06	470.67	427.12	672.21	647.98	567.47	568.42	548.84	701.88	430.19	396.87
Mail . . . . .	1,918.44	1,909.66	1,909.66	1,909.69	1,909.67	1,909.69	1,909.67	1,909.67	1,909.66	1,909.69	1,988.52	1,894.20
Miscellaneous . . . . .	52.81	160.26	416.79	652.13	3,511.39	5,781.78	5,255.83	2,391.73	1,432.54	1,268.76	629.59	5,115.05
TOTALS . . . . .	\$65,467.55	\$67,563.97	\$68,493.02	\$72,443.14	\$73,557.64	\$78,236.02	\$87,033.55	\$76,604.23	\$103,247.25	\$95,381.94	\$83,160.14	\$82,519.78

## EXPENSES.

	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
Maint. Way & S. . . . .	\$13,889.97	\$13,306.86	\$11,778.20	\$12,917.55	\$11,246.94	\$9,761.19	\$7,080.86	\$11,392.51	\$8,514.14	\$17,351.68	\$24,558.99	\$15,894.18
" Equipment . . . . .	6,943.39	5,924.28	6,006.55	6,655.20	7,081.03	6,028.14	8,970.10	7,172.23	9,406.33	9,242.40	6,646.90	6,014.50
Cond. Transp'n . . . . .	20,336.40	21,716.00	20,588.02	25,255.05	24,097.10	27,153.22	29,406.70	27,930.81	28,415.22	27,155.06	29,208.60	24,617.17
General Expense . . . . .	1,934.80	1,724.22	2,183.98	1,974.43	2,135.83	2,088.22	2,001.06	1,786.52	1,889.68	2,310.45	3,506.47	3,450.74
Taxes . . . . .	2,179.56	2,259.80	2,250.00	3,027.21	17,020.18	18,130.83	4,592.87	4,710.01	4,677.09	4,677.09	13,484.64	13,484.63
TOTAL . . . . .	\$45,284.12	\$44,931.16	\$42,806.75	\$49,829.44	\$61,581.08	\$63,161.60	\$52,051.59	\$52,992.08	\$52,902.46	\$60,736.68	\$77,405.60	\$63,461.22
NET EARNINGS . . . . .	\$20,183.43	\$22,632.81	\$25,686.27	\$22,613.70	\$11,976.56	\$15,074.42	\$34,981.96	\$23,612.15	\$50,344.79	\$34,645.26	\$5,754.54	\$19,058.56
PROP. EXP. TO EARNINGS . . . . .	69.17 %	66.34 %	62.50 %	68.78 %	83.72 %	80.73 %	59.81 %	69.17 %	51.23 %	63.67 %	63.08 %	76.90 %

**TABLE—F.**  
**DETROIT & MACKINAC RAILWAY COMPANY.**

**OPERATING EXPENSES.**

**MAINTENANCE OF WAY AND STRUCTURES.**

	1902	1903
Repairs of Roadway.....	\$ 90,574 64	\$ 93,117 94
Renewals of Rails.....	41,824 53	
Renewals of Ties.....	27,443 71	32,579 76
Repairs and Renewals of Bridges and Culverts....	11,544 15	5,912 64
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	2,640 65	4,713 47
Repairs and Renewals of Buildings and Fixtures..	12,314 25	8,380 38
Repairs and Renewals of Telegraph.....	2,164 14	2,061 22
Stationery and Printing .....	20 79	84 90
Other Expenses .....	18,003 95	10,842 76
Totals .....	\$206,530 81	\$157,693 07

**MAINTENANCE OF EQUIPMENT.**

Superintendence .....	\$ 3,229 26	\$ 4,372 88
Repairs and Renewals of Locomotives.....	30,832 93	26,447 11
Repairs and Renewals of Passenger Cars.....	9,999 97	15,342 76
Repairs and Renewals of Freight Cars.....	28,876 23	28,960 70
Repairs and Renewals of Work Cars.....	2,455 34	971 58
Repairs and Renewals of Shop Mach'y and Tools..	4,495 63	3 257 04
Stationery and Printing.....	33 55	122 66
Other Expenses .....	5,631 69	6,616 32
Totals .....	\$ 85,554 60	\$ 86,091 05

**CONDUCTING TRANSPORTATION.**

Superintendence .....	\$ 16,748 28	\$ 18,903 72
Engine and Roundhouse Men.....	48,722 02	47,957 60
Fuel for Locomotives.....	62,417 28	85,822 64
Water Supply for Locomotives.....	3,724 73	4,172 73
Oil, Tallow and Waste, for locomotives.....	2,509 06	2,555 03
Other supplies for locomotives.....	734 84	739 31
Train Service .....	35,105 09	34,632 55
Train Supplies and Expenses.....	11,575 42	10,135 58
Switchmen, Flagmen and Watchmen.....	11,184 82	11,117 13
Telegraph Expenses .....	6,929 23	7,890 02
Station Service .....	28,999 92	33,050 34
Station Supplies .....	1,469 37	1,651 16
Switching Charges—Balance .....	6,477 00	7,634 50
Car Mileage—Balance .....	9,736 37	553 49
Hire of Equipment.....	115 00	
Loss and Damage .....	2,748 90	2,658 15
Injuries to Persons.....	5,108 55	23,724 22
Clearing Wrecks .....	978 35	363 48
Advertising .....	1,665 57	3,373 63
Outside Agencies .....	426 67	279 52
Rents for Tracks, Yards and Terminals.....	2,122 00	1,736 00
Rents of Buildings and other Property.....	1,600 01	2,542 54
Stationery and Printing.....	3,237 94	4,162 04
Other Expenses .....	205 20	223 97
Totals .....	\$264,541 62	\$305,879 35

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## OPERATING EXPENSES.—CONTINUED.

## GENERAL EXPENSE.

	1902	1903
Salaries of General Officers.....	\$ 11,650 08	\$ 11,950 08
Salaries of Clerks and Attendants.....	6,863 95	7,725 09
General Office Expenses and Supplies.....	810 72	504 50
Insurance .....	815 52	1,032 63
Law Expenses .....	735 18	4,149 35
Stationery and Printing.....	1,486 64	583 52
Other Expenses .....	1,302 37	1,041 23
Totals .....	\$ 23,664 46	\$ 26,986 40
Grand Totals .....	\$580,291 49	\$576,649 87

## TABLE—G.

## STATEMENT OF MILEAGE, JUNE 30TH, 1903.

## MAIN LINE.

Bay City to Tower.....	173 60
------------------------	--------

## BRANCHES.

Emery Junction to Rose City.....	31 80
Emery Junction to Prescott.....	11 80
LaRocque to Valentine Lake.....	25 70
Lincoln Junction to Lincoln.....	14 40
Various Logging Branches.....	79 72
Total .....	163 42
Yard tracks and sidings.....	65 01
Total mileage .....	402 03

TABLE—H.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## CLASSIFICATION OF FREIGHT TONNAGE.

PRODUCTS OF AGRICULTURE	1902		1903	
	Tons	%	Tons	%
Grain .....	6,230	.74	10,121	1.14
Flour .....	4,459	.53	4,055	.46
Other Mill Products.....	1,892	.22	2,795	.32
Hay .....	2,958	.35	6,450	.73
Tobacco .....	131	.02	155	.02
Fruit and Vegetables.....	8,457	1.00	5,821	.66
PRODUCTS OF ANIMALS				
Live Stock .....	1,726	.20	2,643	.30
Dressed Meat .....	752	.09	1,331	.15
Other Packing House Products.....	1,433	.17	1,646	.19
Poultry, Game and Fish.....	349	.04	295	.03
Hides and Leather.....	3,968	.47	3,783	.43
Wool .....	24	.01	63	.00
PRODUCTS OF MINES				
Anthracite Coal .....	3,088	.36	694	.08
Bituminous Coal .....	86,883	10.31	98,219	11.08
Stone, Sand and other like articles ....	39,895	4.74	55,843	6.31
Salt .....	407	.05	657	.07
PRODUCTS OF FORESTS				
Lumber .....	51,949	6.17	68,097	7.68
Forest Products other than Lumber....	558,188	66.28	530,212	59.83
MANUFACTURES				
Petroleum and other Oils.....	1,616	.19	1,812	.20
Sugar .....	1,206	.14	1,379	.16
Iron—Pig and Bloom.....	1,405	.17	1,873	.21
Other Iron and Machinery.....	3,264	.40	4,580	.51
Cement, Brick and Lime.....	21,806	2.59	22,192	2.50
Agricultural Implements .....	1,029	.12	1,568	.17
Wagons, Carriages, Tools, etc.....	403	.05	1,086	.12
Wine, Liquor and Beer.....	2,389	.29	3,005	.34
Household Goods and Furniture.....	1,772	.21	2,157	.24
MERCHANDISE	34,005	4.04	53,059	5.99
MISCELLANEOUS—Other Commodities not mentioned above .....	408	.05	725	.08
Totals.....	842,092	100%	886,316	100%



TABLE—I.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## PASSENGER STATISTICS.

	1902	1903
No. of Passengers Carried.....	250,101	271,306
No. of Passengers carried one mile.....	8,777,980	9,712,072
No. of Pass. carried 1 mile per mile of road.	27,138	28,817
Average distance each pass'r carried (miles)	.35.10	.35.80
Total Passenger Revenue.....	\$188,449.52	\$210,989.66
Average amount received from each Pass...	.75.341	.77.761
Average Receipts per Pass. per mile.....	.02.147	.02.172
Total Passenger earnings.....	220,703.27	244,769.78
Pass. earnings per mile of road.....	682.32	726.28
Pass. earnings per train mile.....	.69.054	.79.151
Ave. No. Passengers per train mile.....	27	31

## FREIGHT STATISTICS.

No. Tons carried of freight earning revenue	842,092	886,316
No. Tons carried one mile.....	59,547,341	70,049,694
No. Tons carried one mile per mile of road..	184,095	207,850
Average distance haul of one ton (miles)...	70.71	.79.03
Total Freight Revenue.....	\$639,163.64	\$682,269.79
Average amt. rec. for each ton of freight...	75.902	.76.978
Average receipts per ton per mile.....	.01.207	.00.974
Total Freight Earnings.....	639,163.64	682,269.79
Freight earnings per mile of road.....	1,976.02	2,024.42
Freight earnings per train mile.....	2.12.376	2.45.846
Ave. No. of Tons per train mile.....	197.85	252.41
Ave. No. of Tons per loaded car mile.....	15.04	17.90
Ave. No. of Cars per train mile.....	20.94	21.98

## PASSENGER AND FREIGHT STATISTICS.

Passenger and Freight Revenue.....	\$847,613.16	\$893,259.45
Pass. and Freight Revenue per mile of road.	2,620.45	2,650.46
Passenger and Freight earnings.....	\$859,866.91	927,039.75
Pass. and Freight earnings per mile of road.	2,658.34	2,750.69
Gross earnings from operation.....	862,191.80	953,708.23
Gross earnings from oper. per mile of road..	2,665.53	2,829.83
Gross earnings from oper. per train mile...	1.61.146	1.86.891

## OPERATING STATISTICS.

Operating Expenses .....	\$580,291.49	\$576,649.87
Operating Expenses per mile of road.....	1,794.01	1,711.03
Operating Expenses per train mile.....	1.08.458	1.13.001
Income from operation .....	281,900.31	377,058.36
Income from operation per mile of road.....	871.52	1,118.80
Ratio of Expenses to Earnings.....	.67.30%	.60.46%

## TABLE—J.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

ADDITIONS TO PROPERTY DURING YEAR ENDING  
JUNE 30TH, 1903.

## CHARGED TO OPERATING EXPENSES.

New Fence .....	\$ 5,584 26
Station Buildings and Fixtures.....	1,645 00
Tawas Beach Dock.....	1,000 00
Addition to Master Mechanic's Office.....	250 00
Miscellaneous Structures .....	598 19
	<u>\$ 9,077 45</u>

## CHARGED TO EQUIPMENT.

96 Box Cars at \$283.00 each.....	\$27,168 00
2 Refrigerator Cars at \$453.00 each.....	906 00
	<u>\$28,074 00</u>

## CHARGED TO CONSTRUCTION.

Harrisville Shore Line.....	\$ 6,773 01
Cheboygan Extension .....	38,016 48
Au Gres Branch.....	3,208 34
	<u>\$47,997 83</u>
Total Betterments during year.....	<u>\$85,149 28</u>

## TABLE-K.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## EQUIPMENT.

## LOCOMOTIVES

	1902	1903
Passenger .....	11	11
Freight .....	15	15
Switching .....	2	2
Totals .....	28	28

## PASSENGER CARS

First Class .....	16	16
Combination .....	5	4
Parlor .....	1	1
Baggage, Express and Postal .....	4	5
Totals .....	26	26

## FREIGHT CARS

Refrigerator .....	3	5
Box .....	182	277
Coal .....	304	304
Flat .....	547	540
Stock .....	25	25
Totals .....	1061	1151

## IN COMPANY'S SERVICE

Officers and Pay Cars .....	1	1
Derrick Cars .....	1	1
Caboose Cars .....	11	11
Other Road Cars .....	18	18
Totals .....	31	31
Total Number of Engines owned .....	28	28
Total Number of Cars owned .....	1118	1208

## TABLE—L.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

LOGGING BRANCHES, SPURS AND SIDINGS CONSTRUCTED  
DURING THE YEAR.

The following branches were built between July 1st, 1902, and July 1st, 1903:

	Miles.	Feet.
Branch off Cleveland Branch.....	..	7,260
Extension Gilchrist Branch.....	..	5,010
Branch off Wolverine Branch.....	2	150
Extension Branch off Cleveland Branch.....	..	1,500
Extension Branch off Wolverine Branch.....	..	5,970
Extension Gates Branch.....	2	4,300
Spur off Cleveland Branch.....	..	600
Spur off Lobdell Branch.....	..	3,720
Extension to Wolverine Branch.....	1	690
Extension to Cheboygan Line.....	4	240
Total .....	14	3,040

The following Spurs and Sidings were built between July 1st, 1902, and July 1st, 1903:

Siding South Tower.....	..	630
Sidings No. Bay City.....	..	3,900
Spur Track Onaway.....	..	960
Spur Siding at Harrisville.....	..	654
Spur ½ mile South of Maltby.....	..	500
Extension to Spur Siding, Rose City.....	..	400
Spur at Miller's Mill, 2½ miles South Rose City.....	..	720
Two Spur Sidings at Onaway.....	..	2,370
Spur Siding 1 mile North Lengsville.....	..	364
Spur Siding at Bunton.....	..	510
Spur Siding at Onaway.....	..	960
Spur Siding at Alpena.....	..	284
Extension Grindle Spur ½ mile North Millersburg.....	..	840
Spur Siding Hampshire Crossing, Rose City.....	..	290
Extension Track off Siding Turner.....	..	350
Spur Track, 2 miles South Pinconning.....	..	457
Spur Track off Mitchell's Siding, Millersburg.....	..	520
Extension Sanborn's Spur, 1 mile North Case.....	..	300
Spur Track at Case.....	..	480
Temporary Tracks at Tawas Sugar Factory.....	..	2,340
Extension Siding at Alabaster.....	..	540
Spur Siding Northern Extract Co., Alpena.....	..	1,680
Extension Polaski Siding .....	..	690
Total .....	3	4,899

**TABLE—L.—Continued.**  
**DETROIT & MACKINAC RAILWAY COMPANY.**

The following branches were taken up between July 1st, 1902, and July 1st, 1903:

	Miles	Feet
Track to Handy Brothers Coal Mine.....	..	2,110
Spur Track off Cleveland Branch.....	..	7,020
Daust Spur off Cleveland Branch.....	..	1,440
Cheney Spur .....	..	3,960
Balance of Ward Branch.....	..	1,650
Spur off Lobdell Branch.....	..	2,130
Chandler Spur .....	..	2,820
McPhee Branch off Valentine Lake Branch.....	3	369
Total .....	7	379

The following Spurs were taken up between July 1st, 1902, and July 1st, 1903:

Bolton Quarry ..... 900 feet

**RECAPITULATION.**  
**BUILT.**

	Miles	Feet
Branches .....	14	3,040
Spurs and Sidings.....	3	4,899
Total .....	18	2,659

**TAKEN UP.**

Branches ..	7	379
Spurs .....	..	900
Total .....	7	1,279
Net increase .....	11	1,380





